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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 17 July 1951

SUBJECT Railroad Transportation
and Construction

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1. The Krakow-Przemysl-Lwow railroad line has a broad-gauge track between Lwow, Medyka, Przemysl, and Zurawica, and a standard-gauge track between Mosciska, Przemysl, and Krakow. Transshipment stations are at Mosciska and Zurawica. The "passenger station" has five tracks laid out in the following order from the loading platform: broad-gauge, standard-gauge, broad-gauge, standard-gauge, and standard-gauge. The fixed permanent loading platform is made of concrete and measures 50 x 350 - 400 meters. The station is used mainly for transloading tanks, artillery, ammunition and military vehicles arriving in Poland from the Soviet Union or proceeding through Poland to East Germany. During October 1950, numerous military trucks passed through this point.
2. The Zurawica marshalling yard is one of the largest in Poland, having over 100 tracks. It is located a distance of approximately $1\frac{1}{2}$ to 2 km. from Zurawica in the direction of Radymno. The marshalling yard was extended considerably by the Germans during the war, and subsequently by the Poles. It has alternating standard and broad gauge tracks, between which there are long, narrow concrete platforms used for transloading goods. Several small cranes are between the tracks. The goods arriving from the Soviet Union consist mainly of iron and grain; shipments to the Soviet Union are of coal and of iron and other metal goods.
3. On the Krakow-Tarnow sector of the Krakow-Przemysl line, the existing short rails are being exchanged for others twice their length. New rails and oak sleepers have been piled up along the whole of this sector. It is believed that exchange of rails will be carried out on the entire length of the Krakow-Przemysl line.
4. A single track is in operation between Tarnobrzeg and Majdan, and a track between Majdan and Rzeszow is now under construction. The Germans built an embankment and culverts on the latter sector. There is only a motor coach service in operation between Rzeszow and Kolbuszowa.
5. Construction of the Podlaze-Mogila line in the Krakow area continues. Earth and concrete works are nearing completion, but no rails have been laid as yet.

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